

THE STATE OF THE REGION 2002



Measuring

Progress

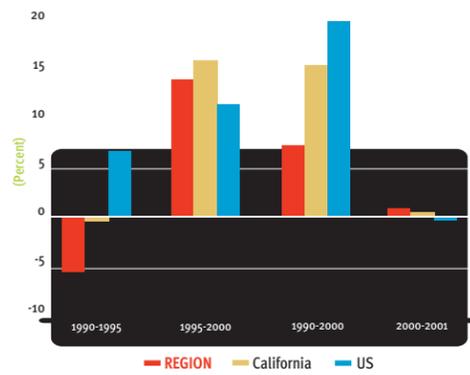
In the

21st Century

THE STATE OF THE REGION 2002

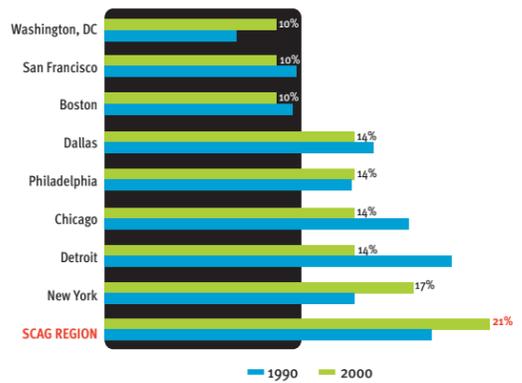
Grade: **A:** excellent • **B:** moderately well • **C:** average • **D:** potential failure • **F:** failing

Employment Change in the SCAG Region



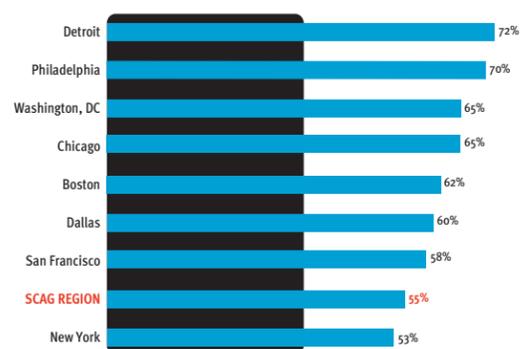
Source: California Employment Development Department, US Bureau of Labor Statistics

Children (Under 18) in Poverty by Metropolitan Region (Percent)



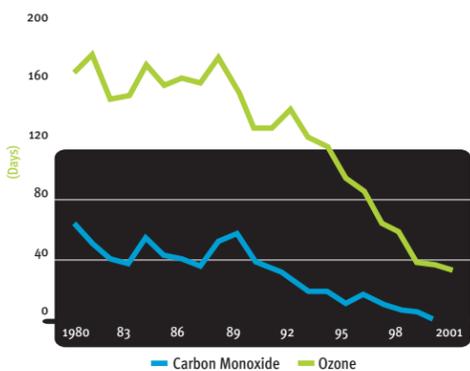
Source: 1990 and 2000 Census

Homeownership by Metropolitan Region 2000



Source: 2000 Census

Number of Days Exceeding Federal Standards in the SCAG Region



Note: Ozone data represents the total number of days the Federal 1-hour standard was exceeded at all monitoring stations in the South Coast Air Basin
Source: South Coast Air Quality Management District

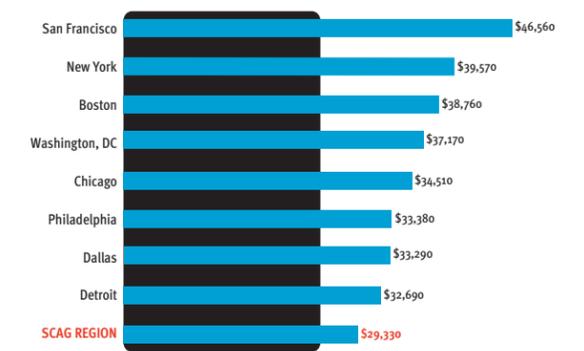
Sector

Condition

Grade

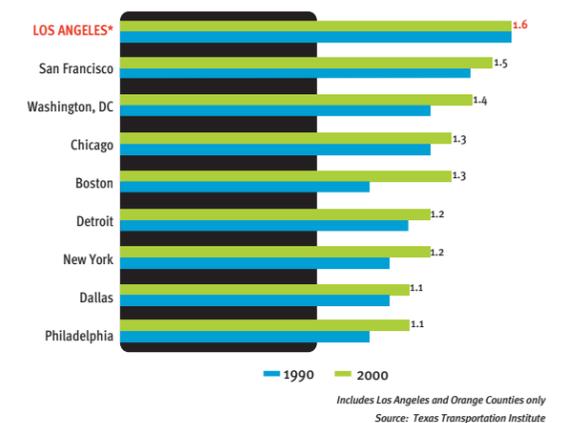
Sector	Condition	1998	1999	2000	2001
Employment	Between 1990 and 2000, total employment in the region increased 8 percent, half of the state's 16 percent growth rate. During the 1990s, the region lost 200,000 manufacturing jobs. The majorities were aerospace-related jobs with high wages. Since 1990, unemployment rates in Southern California have been consistently higher than in the nation. In 2001, the region had slower employment growth than the previous four years. However, every county increased its employment during that national recession year. Increase in the region's unemployment rate in 2001 was smaller than that of the state and the nation. The region's economic base was more diversified in 2001 than in 1990, with stronger roles of international trade, entertainment and tourism, and business services.	B ⁻	A ⁻	B ⁺	B
Income	The gap between the region and the state in per capita income has been gradually widening since 1990. When comparing per capita income among the 17 largest metropolitan regions in the nation, the region dropped from the 4th highest in 1970, to 7th place in 1990 and 16th in 2000. The higher wage manufacturing jobs lost were replaced by lower wage service jobs, making the region's overall wage level less competitive compared to the rest of the state. In addition, the region's median annual earnings have been on a declining path. Median household income declined during the last decade, contrary to the improving trends in the state and the nation. In 1999, close to one in six persons of all ages and one in five children under 18 in Southern California were in poverty. During the 1990s, poverty rates for both measures increased significantly in the region while decreasing at the national level. Among the nine largest metropolitan regions in the nation, the region had the highest poverty rate among persons of all ages as well as children under 18.	C ⁺	C ⁺	C	C
Housing	The decline of median household income and the larger household size of the immigrant population, combined with the under-supply of new housing units, shaped the housing performance outcome of the last decade. When comparing homeownership in the nine largest metropolitan regions in the nation, the region's homeownership rate of 55 percent in 2000 was next-to-last, above only the New York region. Among the largest metropolitan regions, Southern California had the highest percentage of owner and renter households with housing cost greater than 30 percent of the household income. Contrary to the decreasing trend at the national level, the percentage of housing considered crowded increased in every county in the region from 1990 to 2000. Almost 20 percent of the households in the region lived in crowded housing in 2000, compared to only 6 percent in the nation.	C ⁻	C ⁻	C ⁻	D ⁺
Mobility	Since 1990, the region has been consistently ranked as the most congested metropolitan region in the nation. However, there were some positive signs. During the 1990s, the growth rate of vehicle miles traveled dropped sharply from the 1980s. Transit use increased by 20 percent, higher than the population growth at 13 percent. The overall pattern of mode choice to work remained essentially unchanged. In 2000, Southern California had the highest carpooling share to work among the nine largest metropolitan regions in the nation. From 1990 to 2000, annual air passengers increased almost 50 percent from about 60 to 90 million passengers, and port traffic almost doubled. In 2001, because of the combined effects of national recession and the September 11 terrorist attack, the region suffered the largest reduction of airport-related passenger and cargo activities since 1990.	D	D	D	D
Air Quality	During the 1990s, the region achieved consistent improvements in the number of days exceeding federal or state standards for ozone and carbon monoxide. In addition, the region also made consistent improvements in the number of days of second stage episodes. The region exceeded the federal one-hour standard for ozone during 36 days in 2001, compared to 167 days in 1980 and 40 days in 2000. In 2001, the 8-hour federal standard for carbon monoxide was not exceeded on a single day in the SCAG Region, compared to 67 days in 1980 and 3 days in 2000. Although PM ₁₀ levels have fluctuated over the years, the region has still witnessed a decrease by 83 percent of sample days that have exceeded the federal standard since 1985. Only three percent of the sample days exceeded the federal standards in 2001. Declining transportation emissions have contributed significantly to the reduction in air pollution.	C	B ⁻	B	B ⁻
Education	From 1990 to 2000, the gaps between the region and other large metropolitan regions in the nation became wider in educational attainment. In 2000, the region ranked last among large metropolitan regions in the percentage of persons with a high school diploma or higher education. In 2001, high school dropout rates increased in Los Angeles County, while Imperial and Ventura had noticeable reductions. Among ethnic groups, Hispanic and African American high school students had significantly higher percentages of dropouts and lower percentage meeting the SAT/ACT test criteria than their White and Asian peers.	D	D	D	D
Safety	During the 1990s, rates of violent crime and juvenile felony arrests generally went down in every county in the region. However, the violent crime rate in Los Angeles County increased by more than five percent between 1999 and 2000. Within the region, Ventura and Orange Counties had the lowest rates in violent crime in 2000. Statewide major crime rates increased by almost 4 percent in 2001. The number of homicides reported increased by 5 percent and robbery increased by about 4 percent. The number of statewide hate crime events increased by almost 16 percent in 2001 from the previous year.	B	B ⁺	B ⁺	B

Per Capita Personal Income by Metropolitan Region 2000



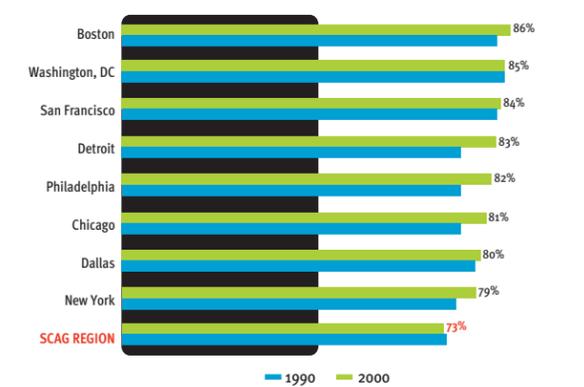
Source: US Bureau of Economic Analysis

Roadway Congestion by Metropolitan Area



Includes Los Angeles and Orange Counties only
Source: Texas Transportation Institute

Educational Attainment by Metropolitan Region (High School Diploma or Higher*)



*Percent of persons 25 years and over
Source: 1990 and 2000 Census

Violent Crime Rate Per 100,000 Population



Source: California Department of Justice



The Benchmarks Task Force, comprised of members from the public and private sectors and academia, rated the region's condition on the selected indicators. The data used for the various indicators was the most current at the time the report was prepared. The grades on this score card represent an average of the grades given by the Task Force members.

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The Southern California Association of Governments publishes the State of the Region, a report on Southern California. For information on the report and on how to obtain copies, please contact Pablo Gutierrez at SCAG at (213) 236-1929; by FAX at (213) 236-1962; by e-mail, gutierrez@scag.ca.gov.